Montana's Highway Safety Problem

A REPORT FOR THE MONTANA FACT FINDING COMMITTEE ON HIGHWAYS, STREETS & BRIDGES.

NOVEMBER 1956

"Montana's Highway Safety Problem"

A Report

for

The Montana Fact Finding Committee on
Highways, Streets and Bridges
William L. Hall, Executive Director

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in cooperation with

U. S. Department of Commerce
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Council of Safety Supervisors
Montana Motor Transport Association, Inc.

STATE OF MONTANA

HIGHWAY COMMISSION

HELENA

November 7, 1956

Mr. William L. Hall
Executive Director
The Montana Fact Finding Committee
on Highways, Streets and Bridges
Colorado Building
Helena, Montana

Dear Mr. Hall:

The purpose of this report is to point out to the Fact Finding Committee on Highways, Streets and Bridges the scope of the highway safety problem, the necessity for further study and the requirements for further legislation and public support action in the field of highway safety.

Briefly the major findings of this report are:

The need for an active public support organization at the State and local levels.

The need for a program of public education in highway safety matters on a statewide basis.

The need for broadening of the scope of public school activities in the field, such as driver training.

The need for an administrative evaluation and strengthening of the State Highway Patrol.

The need for formation of an official highway safety program and continued investigation into all phases of the highway safety problem in the state.

The report is organized in the form of separate chapters upon organized public support, the official safety organization, education, enforcement, periodic motor vehicle inspection, traffic court justice, general traffic legislation, and finance. It is understood that those activities of the State Highway Department relating to highway safety are to be covered in the Automotive Safety Foundation's report to the Committee.

For the convenience of the Committee, the report on periodic motor vehicle inspection has been duplicated and added as an "Addendum" to the original report.

It is hoped this report on highway safety will be informative to the Committee, and, if the Committee feels the legislation recommended herein should be enacted, that we may assist the Committee in preparing such legislation. Traffic laws covering motor vehicle inspection, driver training, disposition of fines and penalties in other states are on file in this office.

At this time it is recommended that, if the Fact Finding Committee is continued by the Legislature for the next biennium, the investigation of all phases of highway safety activities be continued as a specified responsibility of the Committee.

Very truly yours,

Maurice RiChey

Maurice RiChey
Traffic Engineer

TABLE OF CONTENTS

INTRODUCTION

In the search for accident causation, there is a tendency on the part of the public to charge the road user with some violation of a preconceived notion of moral or statutory law and thus establish the cause of an accident. There are three major factors in any accident; the highway, the road user and the vehicle, and the failure of any of the three to perform its proper function may be the direct cause of an accident. In Montana 72,000 miles of roadway, 353,000 vehicles and 335,000 drivers distributed over the third largest state in the United States indicate the magnitude of the problem.

In Montana in 1955 more than 15,000 drivers were involved in traffic accidents. There were more than 10,000 accidents on the highways and streets. 236 people were killed. More than 3,000 people were injured. The economic loss from data used by the National Safety Council is estimated at $28 million.

Safety on the highways does not result from erratic or sporadic drives on any individual element in the highway accident field, but rather from a broad approach that includes all the facets of a well-balanced highway safety program.

Montana, in its far distances and scattered population, tends to maintain a certain individualism with respect to law and order, even in these days. Two major items of the highway safety program are needed badly to correct this attitude--public support for an official highway safety program and public education in all phases of highway traffic safety.

ORGANIZED PUBLIC SUPPORT

The history of organized public support for highway safety in the State of Montana is limited to the period between 1954 and 1956. In 1954, as a result of a delegation attending the President's Highway Safety Conference, a Governor's Executive Committee on Traffic Safety was formed, composed of eight individuals interested in highway safety. The Committee held several meetings that resulted in some form of safety organization in 28 counties. Today an active traffic safety organization exists in only two or three communities in the state. It is believed the basic failure of this initial attempt was not due to any lack of enthusiasm or interest on the part of the participants but rather that no fully staffed organization was set up to continue the work of the central state organization on a day-to-day basis and to help guide the smaller community organizations and advise them in their problems of organization and programming.

In 1956, as a result of the President's Highway Safety Conference held in San Francisco in May, the Montana delegation established a Montana Council for Traffic Safety as a wholly private organization to be privately financed, with a full-time director. In September, 1956, the organization met at a general public meeting in Helena, adopted a set of by-laws and elected a Board of Directors. The organization elected to its first Board of Directors representatives of industry, transportation, labor, banking, the medical profession, and the Parent-Teachers Association.

This type of organized public support is necessary to any traffic safety program. If it is not present, public officials can seldom carry out responsi-

bilities of the law placed upon them in the matter of enforcement, engineering and education.

Organized public support has very specific responsibilities if it is to provide the active backing essential to every highway-safety program. Public support must translate such a program into an actuality in every community in the state.

In enlisting the cooperation of the public, such an organization must generate a body of public opinion which goes beyond mere acceptance of the need for highway safety. Public opinion must demand that every official step be taken to assure adequate traffic control. Of even greater importance is the demand that the pedestrian, driver, and all other highway users comply with the spirit as well as the letter of traffic laws. If all plans, programs, and promotions failed, the individual could still assure safe highways. His is the basic responsibility for his own safety and that of others.

The big assignment for organized public support is to organize the unorganized. It is believed that no community has a right to say it has done all within its power to promote highway safety until it has an organization geared to meet the problem. Without public support traffic laws, motor vehicle inspection programs, enforcement efforts, driver education and licensing programs fail. The primary need in Montana is for a wide public support and education program in the field of highway safety.

OFFICIAL SAFETY ORGANIZATION

Certain branches of the state government have an implied interest in the highway traffic safety but have no legal responsibility to promote such a program, either as part of their official duties or in cooperation with private organizations.

There is at present little direct cooperation between branches of state government in matters of highway safety. The closest cooperative effort appears between the State Highway Department and the Highway Patrol, primarily in the field of traffic regulation. A degree of cooperation and coordination also exists between the State Educational authorities and the Highway Patrol in the fields of driver training and school-bus inspection.

The President's Highway Safety Conference recommendations with regard to such official coordinating committees are as follows:

1. That the chief executive or administrative officer of each state, county, and municipality should establish a coordinating committee of officials for the direction of the official highway-safety program. This committee should include the heads of all departments charged with or related to highway safety. Such a coordinating committee should:

a. Appraise existing conditions within a state, county, or municipality, utilizing the technical recommendations of the President's Highway Safety Conference and other pertinent information and facts as a measuring stick to determine exactly what is needed to develop an effective official highway-safety program.

b. Fully coordinate their highway-safety activities and jurisdictions.

c. Acquaint the public with the results of their analysis and comparison, and the outcome of their coordination, to the end that organizations and individual citizens shall know exactly what items constitute the official highway-safety program. Public officials who want public acceptance and understanding have no more important responsibility than to state, clearly and concisely, the points at which additional public-support emphasis is needed in the traffic-safety program.

IT IS RECOMMENDED:

That in accordance with recommendations made by the President's Highway Safety Conference in 1949, and in accordance with the methods approved and found workable in other states, a governor's highway traffic safety council be established by law. Such a council should be composed of:

The Lieutenant Govenor representing the Governor and executive branch of the State government;

The Chief Justice of the Supreme Court representing the judiciary as it affects the handling, processing and trial of highway traffic safety violations;

The Attorney General representing city and county attorneys in their processing and prosecution of traffic violations;

The Superintendent of Public Education representing the educational authorities of the state interested in highway safety activities;

The Speaker of the House of Representatives representing the legislative branch of the government;

The State Highway Engineer representing the State Highway Commission; and

The Supervisor of the Highway Patrol representing the law enforcement agencies within the state.

The general purpose of the council should be to coordinate all elements of the state government in determining an official highway traffic safety program for the State of Montana. The council should be further empowered and financed to make necessary research into various elements of highway safety as may affect the

official traffic safety program in the state. It should be required to issue a public report to the Governor annually on the official highway traffic safety program as a whole. The Director of Public Safety within the proposed Motor Vehicle Department would be a desirable official to act as Executive Secretary of such a Council to carry on coordination required by the various branches of the state government. Unless all branches of the state government work together in cooperation as well as coordination, little can be accomplished from an official standpoint for highway safety. It is believed that such a Council could act well in coordinating and cooperating with the Montana Council for Traffic Safety in the promotion of a highway safety program within the state.

It is further recommended that a sum of not less than $10,000 be appropriated to the proposed Division of Public Safety to be used under the direction of the Governor's Highway Traffic Safety Council for research into problems of highway safety, the administration of and the formulation of an official highway safety program.

EDUCATION

One of the major factors in causing traffic accidents is the human element reflected in various driving practices. The general attitude and behavior must be modified to be focused upon safety consciousness. As long as everyone continues to think it is the "other guys" who are responsible for the accidents, the injury and fatality rates will also continue. It is this complacent attitude and dim view toward safety that makes most people fail to realize everyone is susceptible to accidents. Proper training is necessary to avoid an otherwise dangerous situation.

The critical conditions created by millions more cars being added to the traffic stream must be met by a mass method of training. Real hope of reducing traffic accidents or checking any increase is to produce better drivers through the medium of education and even re-education. The most logical starting point is in the high schools where lies the greatest body of potential drivers.

Driver training has not only shown immediate results, but will prove to be a long-range remedy. The direct improvement of the youthful driver is important, but so is the effect of education when the youths become adults. Without good driving habits inculcated at an early age, poor and sometimes reckless driving habits crystalize into the form of traffic hazard. How a driver acts depends almost entirely on how he has been taught to drive. Driver education, both classroom and behind-the-wheel instruction, should be offered to every high school student.

Since 1944, 79 Montana schools have incorporated into their curriculum

various degrees of driving instruction. Licensed drivers since that time have increased 126,000, and automobile registrations have increased by 195,000. Our present safety efforts are not keeping pace with this rate and should be accelerated.

In stressing the importance of driver education as a remedy in meeting future traffic conditions, we must not forget it has immediate needs. The teen-age accident and fatality rate in Montana is not an insignificant matter. Youths 19 years of age and under were involved in 10.6% of all fatalities and were responsible for 13.3% of all accidents during the years 1954 and 1955.[1] This is a sorry record, because teen-agers can and should be the best and safest drivers. Their knowledge of the automobile and road rules, coordination, reflexes and general physical condition is better than at any time during their life span, and positions them in first place as the best potential drivers.

STATUS OF MONTANA DRIVER EDUCATION

In examining the driver education status of Montana, we must have a reasonable basis for comparison. Certain minimum standards have been established by the 1953 National Conference of Driver Education. They consist of 30 hours classroom instruction and 6 hours actual practice driving. Observation is usually considered optional.

In this state, out of 175 high schools, 79(45%) indicated they have some type of driver instruction. A number of these schools exceed the minimum requirements, while many fall below. Studying the situation in the light of the mentioned standards and allowing a certain elasticity of the minimum margin, it has been found that 45 high schools (26%) have adequate programs. Where instruc-

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[1]These two respective years were used because of their similarity, and a more accurate average is obtained.

tion and facilities are adequate, they may reach only a small number of students. Others, for various and justified reasons, merely have incomplete programs. As a result, 2,725 students this year received both classroom instruction and actual practice driving, which is about one out of every two graduates. Altogether 4,000 students were accommodated with some means of driver training.

One factor very apparent in all the returned questionnaires is that the schools' driving courses have an extreme variance. Many of the schools have undoubtedly adjusted the course to meet their needs. However, this cannot be true of all cases and indicates a need for standardization. It was found that only 11 schools reported their driver education course as required. In others, the course was elective, or students were selected by grade, age and their need to possess a driver's license.

In one set of questionnaires the schools were asked to express their present safety needs. Approximately 19 stated that their immediate desire was to have a drivers training course. A few hoped they would have the program in the preceding school year, but local programming without help is difficult.

Most of those teaching driver education in the state are certified. However, a few were found not to be. Certification has an effect on the quality, since it tends to improve instruction. The instructors must know detailed training procedures, not only the immediate goal of practice driving. They must utilize the terminology that is learned in class and know what demonstration of skill is needed. They must anticipate action to avoid a dangerous situation. It is doubtful whether an untrained instructor possesses such observation. An unqualified person is prone to make false assumptions about the learner's knowledge.

Many of the schools do not have the usual difficulty of acquiring a training car. The matter of lending a car rests upon the generosity and discretion of the automobile dealers, and, so far, many Montana schools have been fortu-

nate. In one case, the dealers displayed differences as to who was going to lend the school a car. Dealers do not mind lending cars every 2 or 3 years if they can get cooperation from other dealers. They take depreciation loss, but do not think it so bad. The Ford Company reimburses their dealers $125 each time they lend out a car. A North Dakota study with a rural problem similar to Montana's recommended that if small schools would combine, they might well collaborate to employ a qualified, certified teacher with a training car, and thus accommodate the more distant schools.

At Great Falls High School, the program is meeting success and wide approval. The students, upon completion, take tests for the Montana driver's license, in which 90 to 93% pass and are entitled to apply for their permit. The parents' interest is one reason for success of the program. They insist that their children take the course before permitting them the use of the family car.

RURAL AREAS

Considering the decentralized population in various areas of our state, a few people might contest the warranting of driver education in the rural schools. It could be contended that the lack of serious accidents, size of the school, and its remoteness nullify the feasibility of such a program. With a modicum of foresight, one can see that driver training has a certain permanence and does not lose its effect after graduation. What has been learned will be retained and utilized as in many other courses. Most of its recognition lies in the fact that it is a preventive measure for potential accidents and accident situations.

It may appear that a small school would have difficulty in providing a required course in driver education. Presently, there are 10 high schools in this state with a student population of less than 100 whose programs are operating efficiently. Indications are that these function better than many of the larger

schools.

It is known that the populace of rural areas does a considerable amount of driving, especially evident among the teenagers. These figures, though compiled in 1953, should reflect the seriousness of neglecting rural youths.

MONTANA DRIVERS, 14 - 20 YEARS OLD - WITH LICENSE

	Open Country	Incorporated Cities Population				
		Less than 5,000	5,000-24,999	25,000-99,999	Incorp. Total	Total
Number	12,637	4,261	2,953	4,571	11,785	24,422
Percent of Total	51.7%	17.5%	12.1%	18.7%	48.3%	100%

RESULTS OF DRIVER EDUCATION

Evidence has been accumulated by research from various schools having driver education courses, and the overall results of the studies indicate that driver education definitely tends to reduce accidents and violations. High school students who have completed such a course have substantially better driving records than their untrained classmates. Here are presented a few samples of the results of many studies that helped convince safety experts and educators of its value.

In Arizona the number of high school students involved in fatal accidents dropped from 23 in 1944 to 2 in 1947. Driver education was started in 1944 and by 1950, 50 out of the 70 high schools had complete driver education courses.

In Cleveland, Ohio, trained high school students had half as many accidents and 25% as many violations as the untrained drivers.

In Akron, Ohio, there has not been a single fatal accident involving a school-trained driver since their program began in 1948. There have been 112 fatal traffic accidents in the city in that period.

A teacher working on a masters thesis at Olympia, Washington, after much

research, drew the conclusion that students who learn to drive through school training courses have 51% fewer accidents and are involved in 40% fewer traffic violations than those who are taught by relatives or friends.

Community wise, a large amount of money can be saved through the 10% insurance reduction rate for underage drivers (25 years and under) completing an officially approved driver education course. The course must consist of 30 clock hours of classroom instruction and 6 hours of practice driving, conducted by certified instructors.

In dollars and cents in Montana, this would mean a reduction in insurance costs in the larger towns from $5.50 up to $7.50, depending upon whether the car was a family car or owned by a driver under 25. In the rural areas the savings would vary from $4.00 for a family car up to $5.50 for the owner under 25. There is now no surcharge in rates for the female driver, since statistics show they are better drivers on the average, are under better parental control, and do less driving.

It is true that it takes a sizable sum of money to finance an adequate program, but if one realizes the educational benefits, the amount of lives and money saved through prevention of accidents, then the price of financing becomes insignificant.

FINANCE

To give a student the recommended course in driver education, the average cost is about $30.00. This is the established price confirmed and considered by most secondary schools as sufficient to finance a complete and adequate program. Some of the states exceeding the minimum instruction requirements are operating easily on less than $30.00.

In the questionnaires returned by the schools there was a notable fluctuation concerning the cost of driver training. Some schools stated their

present program had no cost while others estimated $80 per student. The discrepancies among the estimates are due to the fact that some included items such as gas for the training car, teacher's salary, texts, etc., while others did not. Also we must allow for the differences in facilities and scope of instruction.

In the State of Delaware, at the end of a five-year period, records indicated that property damage of 1,093 untrained drivers amounted to $88,973 while that of 1,093 trained drivers amounted to $51,043. The saving of $37,930 that resulted from training that one group exceeded by one and one-half times the annual appropriation for the Delaware program in that period. The status of State support for Driver Training in states is shown in Table I.

COMMUNITY PROGRAMS

Adult and outside-of-school driver training in Montana is operating on a small scale, but is well worth mentioning. Sixteen schools reported that they have an adult training course. Information concerning the extent of instruction in each school has not been obtained, but the city of Great Falls has a noteworthy program. It was organized in 1953, and to date 1,000 adults have been given classroom instruction, and 250 of this number have received behind-the-wheel instruction. There is no charge for the classroom instruction, but a $10.00 fee is charged for actual driving lessons. The program is popular and continues to grow. In the fall of 1955 approximately 200 were enrolled.

A survey conducted by the American Automobile Association on adult education indicated that only 8% of the schools paid to advertise in order to get enrollments. The fee most frequently charged was $5.00. However, in 95% of the classes, the instructors were paid by the schools.

A Juvenile Traffic Safety School was started in Billings April 13, 1956, through the cooperation of Judge E. E. Fenton, the Highway Patrol and the Police Department. The school is not a punitive affair but an educational program to

improve driving habits and attitudes. Juveniles receiving their second hazardous moving traffic violation within six months are issued a citation by the Judge to attend the school. The course consists of two, two-hour classes, held on Friday night, covering the important phases of traffic safety. Those who fail the examination at the finish are ordered to attend another session. If a violator receives two or more hazardous moving citations within six months after attending the school, his driving record is reviewed for possible suspension of his drivers license. As of the present time, 200 of the more frequent traffic violators have attended and only two were repeaters.

TEACHER PREPARATION

The University of Montana, for its sixth year, has offered courses in driver education conducted by Dr. John S. Urlab and sponsored by the American Automobile Association. The first of two courses offered in July is an advanced one-week course for those having some experience in the field and emphasizes general safety education. The second course, totaling 40 hours of class and field work, is designed to prepare teachers for safety education work and driver training in high scools. The enrollment for the 1956 summer session consisted of 33 students.

Similar courses are offered at Montana Normal College in Dillon and Eastern Montana College in Billings. The courses are less intensive. However, they do qualify for teacher certification.

SAFETY PATROLS

Without a doubt, elementary school traffic patrols have rendered an effective service in saving young lives and preventing accidents. However, some school administrators and parents, recognizing the possibility of accidents, have been reluctant to establish and sponsor patrols.

Inquiries sent out by the Montana Board of Education were answered by

143 of the local school superintendents. Only 65 superintendents stated that they had safety patrols and 77 reported none. Only 10 schools reported the existence of objections to safety patrols, the majority being liability and winter weather conditions. Extreme weather is a reasonable hindrance, but risk should not be. If properly managed, the prime purpose of a patrol is to prevent accidents without risk. It is not difficult to find evidence of inadequate supervision of safety patrols now in operation.

In the city of Portland, Oregon, street traffic patrols on the elementary level have been in operation for over 13 years. In that time, only two nonfatal injuries have occurred, and they did not involve patrol members. This is a notable record, because the patrols actually operate in the street.

IT IS RECOMMENDED:

That driver training in public schools be encouraged by means of financial aid over and above current financial support received from revenues derived from local, county, and state sources. That the financial aid be limited to an amount not to exceed $15.00 per driver education pupil.

That standards for driver training courses receiving such financial aid shall be established by the State Board of Education. That an amount not to exceed ten per cent of the funds appropriated or dedicated for this purpose be given the Superintendent of Public Instruction to be expended at the discretion of that office in the administration of the program.

That school boards be authorized by law to enter into agreements for the provision of joint facilities for the conduct of driver training between school districts.

That school boards be authorized to establish school patrols with appropriate provisions for insurance to protect school patrolmen where in the opinion of the school board and the appropriate police authority such patrols would be in the interest of public safety, and providing that adequate instruction and supervision for such patrol is available.

ENFORCEMENT

Enforcement is the last resort in the prevention of traffic law violations and must step in when education and training, both public and private, have failed in the individual case. The violator of traffic laws and regulations must be penalized by punitive measures.

Unfortunately, in the past, Montana has relied upon its enforcement agencies as its primary effort to correct its deficient highway safety program. It is believed that this policy has not succeeded, as evidenced by the increasing number of highway fatalities in the state. This is not to condemn enforcement agencies. Public support has often been lacking in the traffic law enforcement program, and many times officials are working under a handicap of limited manpower and budget.

The major traffic law enforcement agencies in the state are the Highway Patrol and city police forces. Most county sheriffs' offices have neither the finances nor the trained staff to enable them to patrol regularly for the purpose of enforcing traffic laws. This section of the report will touch on the history of the Highway Patrol, its administrative and personnel problems; and set forth recommendations in accordance with separate evaluations made by the Northwest Traffic Institute and the National Safety Council.

HISTORY

The Montana Highway Patrol was formulated in 1935, with a uniformed force of 24 men. Initially it was financed by means of revenues from driver licensing and traffic fines resulting from highway patrol activities. In 1941 this

method of financing was discontinued by the Legislature and the agency placed on a regular appropriation basis.

Initially the Highway Patrol was restricted by law to activities on the rural highways outside of incorporated cities. That provision of the law has been removed, but the Highway Patrol continues to operate on the same basis at this date. There is some coordination between city police authorities and the Highway Patrol, but it is to be considered a rather negligible factor in traffic law enforcement, as it is limited to joint criminal apprehension and courtesy pursuit of traffic violators by both forces. Within the law, the traffic law enforcement functions of the Highway Patrol are implied simply by the title, but specifically they have all the duties of an ordinary peace officer. Consequently, the Highway Patrol has almost full responsibility for traffic law enforcement on the full 70,000 miles of rural highways in the state but restricts its activities to the primary and interstate portions of the state highway system.

The Highway Patrol is under the direct supervision of the Highway Commission, acting as a separate legal board, the Highway Patrol Board. It has been subject, in the past, to all the various influences that have played a part in appointment of the members of the Highway Commission; this is well illustrated by the fact that, in the period of about twenty-one years, six different individual supervisors have been appointed and held office. The success of any enforcement agency depends upon a stability of policy with regard to traffic law enforcement as well as to internal administration and training within the organization.

DIVISION OF PUBLIC SAFETY

The Highway Patrol, by law, administers driver licensing, the financial responsibility law, and acts as a repository for all accident records. None of these functions are in any sense enforcement of the law. They are primarily administrative in character, and they place upon the Highway Patrol Supervisor

and his uniformed subordinates additional duties of administration over and beyond that ordinarily called for by enforcement activities. It is recommended that within the proposed Department of Motor Vehicles there be established a Division of Public Safety to assume the following functions: driver licensing, financial responsibility, chauffeur licensing, accident records central file, periodic motor vehicle inspection, and coordination of highway safety activities of the state government.

DRIVER LICENSING

The driver licensing section of the Highway Patrol is composed of a staff of eleven uniformed police personnel. They have the same retirement pay and privileges as an ordinary patrolman. It is questionable whether it is economic to utilize uniformed trained police officers in driver licensing work that might well be handled by trained civilian personnel. As previously mentioned, it is recommended that these responsibilities for driver and chauffeur licensing be transferred to the Division of Public Safety within the proposed Motor Vehicle Department. It is also recommended that, after the transfer, all the functions with respect to granting or denying licenses, as now set forth by law, be made the responsibility of the Director of Public Safety.

The International Association of Chiefs of Police made an appraisal of the cost of an administrative evaluation and training program at the request of the Highway Patrol Supervisor. The cost of this program was estimated at $10,700.

The National Safety Council has recommended in its report that a central driver record file should be established, and to a degree that has been done by the Highway Patrol. Records of traffic violation convictions, accidents, warnings and restrictions of individual drivers, as reported by the State Highway Patrol and a few city police forces, are attached to each driver's record. This covers only part of the picture. A far better picture on the point of public safety

would be for the state to adopt the uniform traffic citation section of Uniform Code and require that all cities and counties issuing tickets for moving hazardous violations send a copy of such ticket, with report of the penalties, to the central driver record file for the purpose of determining the identity of hazardous drivers and subjecting them to driver improvement procedures and re-examination.

A number of states have set up a point system for each individual driver, depending upon the seriousness of violation. Insufficient staff and funds have prevented the carrying out of such a program in this state, but it is recommended as a desirable addition to the highway safety program so that certain measures of driver education, re-education, improvement and control may be more easily taken.

Montana appears to suffer from lack of driver license enforcement and control. In 1954 the ratio of licensed drivers to licensed vehicles was 1.04. This is the lowest ratio in the nation, indicating that Montana highways are probably accommodating more than the usual number of unlicensed drivers.

ACCIDENT RECORDS

As previously stated, it is recommended that, by law, the accident record responsibility and financial responsibility section be transferred to a Division of Public Safety within the proposed Motor Vehicle Department. At present, small use of accident records is made outside of preparing an annual statistical report and small spot maps for division supervisors of the Highway Patrol. One of the principals of traffic law enforcement is that of selective enforcement, the placing of personnel at critical points of accident occurrence upon the highways. More detailed information is needed by the Highway Patrol in this matter. More detailed information is also needed in the matter of accident data for public

education. Some states have adopted a system of priorities for a highway construction program based on accident experience in part. This accident data can only be obtained from an extensive evaluation of all accident records.

Prevention of all accidents results in the prevention of fatal accidents, and all accidents should be analyzed to determine very thoroughly their locations and causes. The Highway Patrol has insufficient personnel and insufficient funds to carry on such studies. It is recommended that the proposed Division of Public Safety be adequately staffed to perform this task.

Federal-aid highway funds to be used for research and factual analysis are being used in some states for accident research purposes. Such funds are available to Montana. Idaho, Washington and other states are presently carrying out such programs.

ADMINISTRATION AND ORGANIZATION

In approaching the problem of the internal administration and organization of the Highway Patrol, investigations were made into the methods of handling this problem in other states. It was found that there were two agencies that had primarily concerned themselves with the problem and had appraised and assisted in the reorganization of state highway patrol and police forces in a number of other states and a number of cities. These two organizations are the International Association of Chiefs of Police and the Northwest Traffic Institute, located at Northwestern University, Evanston, Illinois.

Reports were secured of their activities in other states, and copies of their administrative and organizational recommendations were secured. In Montana, the city of Billings has had an administrative appraisal and evaluation by these two organizations.

It is believed that every such appraisal and evaluation of the administrative and organizational structure of a police organization by these two

agencies has resulted in improved police work in the field of traffic law enforcement. This opinion was substantiated in interviews with non-police officials acquainted with the activities of the International Association of Chiefs of Police and the Northwest Traffic Institute in the field.

In conference with the Executive Director of the Fact Finding Committee and the Supervisor of the Highway Patrol, it was decided to invite the Director of the Northwest Traffic Institute to evaluate the operations and administration of the Montana Highway Patrol from a cost standpoint for the purpose of conducting such a study in Montana if necessary funds could be secured for the purpose.

A conference was held with the Director of the Northwest Traffic Institute at the President's Regional Highway Safety Conference in San Francisco in May, 1956, and as the result of that conference, the Supervisor of the Highway Patrol requested such an appraisal be made by the Northwest Traffic Institute and the International Association of Chiefs of Police. In August a representative of the Northwest Traffic Institute came to Montana and evaluated the cost of a full study of the administrative practices and organizational structure of the Highway Patrol. In a formal communication to the Supervisor of the Highway Patrol, the Director of the Northwest Traffic Institute estimated the cost of the administrative study for the Highway Patrol at $6,750.

PERSONNEL REQUIREMENTS

A study was made of the relationship between the highway facilities, vehicles and drivers and their relative increase in number, as compared to uniform patrol strength, during the period 1939 to 1954. The number of licensed drivers increased 132 per cent for the period from 1939 to 1954. The number of automobile registrations almost doubled as of 1955, whereas the enforcement personnel lagged at the rate of 144 per cent. To put it another way, in 1939 there was one patrolman for approximately every 3,000 vehicles on the road. In 1954 there was only

one patrolman for every 4,000 vehicles on the road. If 63 uniformed highway patrolmen were adequate in 1939, indications from these figures are that there should be at least 123 as of 1954.

The National Safety Council in the 1955 evaluation of the Highway Patrol found, on the basis of rural accidents, 139 men were required; on the basis of vehicle-miles of travel, 116; and on the basis of rural road mileage, 232. These recommendations were based on criteria set up by the President's Highway Safety Conference.

In continuance of the discussions with the Northwest Traffic Institute, they estimated; based upon data for the years 1954 and 1955 as to number of hazardous moving violations, rural accident experience and time required for special assignments, court and office; that the Highway Patrol should have at this time not less than 144 uniformed personnel in the field full-time on traffic law enforcement. This figure does not include the uniformed personnel needed for administrative purposes or driver license examiners and should be considered conservative pending a full evaluation of the problem by the Northwest Traffic Institute and the International Association of Chiefs of Police.

SALARIES

The National Safety Council, in its annual appraisal of the salaries of Montana's highway patrolmen, has found them inadequate. The salaries are fixed by law, and it is highly questionable if the salaries of the Highway Patrol can keep pace with salaries of comparable positions of responsibility in other departments of the state government. Besides the uniform, the badge, and retirement benefits of the Highway Patrol that attract young men as recruits, adequate salaries should be furnished, that the highest type person can be recruited and retained in service. Reasonable salaries with chances of advancement on a merit basis will keep the trained man on the job. The Northwest Traffic Institute and

the International Association of Chiefs of Police in their administrative appraisal, if such appraisal is approved, will undoubtedly set up a desirable salary schedule.

TRAINING

The National Safety Council evaluation of traffic safety activities in the state for 1955 emphasized the need for training of all officers with supervisory responsibilities. This is in accord with the current International Association of Chiefs of Police recommendation that all officers with supervisory activities should have training outside of their organization in administrative and enforcement procedures. Four officers of the present uniformed force of 98 have attended the Northwest Traffic Institute.

The history of recruit training for the Highway Patrol is rather sporadic in character. This is probably due to changing policies of the various administrators. During the period 1935 to 1941, a recruit training school of approximately one month in duration was conducted by a member of the California Highway Patrol. The next recruit school was instituted in 1947 and was held for a period of six weeks. In 1949 another recruit school was held for an equivalent period. Commencing in 1953, an intensive six-week training course of approximately 400 hours in length was instituted for recruits and has been carried out every year since that date.

The in-service-training program for highway patrolmen already on duty has been limited to short conferences in divisional headquarters and a week's training program in 1955 at the central headquarters in Helena.

In view of the erratic program of training that has been carried out for recruits and in-service personnel of the Highway Patrol in the past, and after conferences with the Executive Director of the Fact Finding Committee and with the Supervisor of the Highway Patrol, it was agreed that we should also ask the Director of the Northwest Traffic Institute for an estimate of cost to train in-

service personnel and the new recruits required to bring the Highway Patrol to a minimum strength.

Modern traffic law enforcement requires highly trained personnel in the presentation of evidence, accident investigations, traffic law, first aid, public relations, use of weapons, laws of arrest, handling of prisoners, self-defense, methods of patroling and care and use of motor vehicles. In view of the present personnel shortage of the Highway Patrol, it is believed that it would be more efficient and more impressive on the trainees from a training standpoint if such a program of recruit and in-service training could be carried out by an outside agency. The Northwest Traffic Institute and the International Association of Chiefs of Police are the primary leaders in this field and are presently carrying out programs in Wisconsin and Illinois of training and retraining of police personnel. They have also conducted training programs for the states of Ohio, Indiana, West Virginia and Mississippi, and the Port of New York Authority. It is believed advisable, especially in the instance of in-service personnel, that the training be given by such an outstanding organization as the Northwest Traffic Institute.

The training program would consist of:

a. Two 13-week recruit training programs.

b. Two 2-week supervisory and command courses.

c. Two 13-week courses for present members of the Patrol.

d. Administrative assistance in developing policies and procedures, drafting of manuals, improving present record forms and their processing, and evaluating operational techniques.

The estimated cost of the services of the Northwest Traffic Institute and the International Association of Chiefs of Police was estimated at approximately $65,150. Additional funds would also be needed to provide for school operations

during the training period. Cost per pupil is estimated at $560 each for the thirteen-week period. Total cost of training all 144 patrolmen required to bring the force to minimum strength is estimated at $147,408. It is believed that this amount is not unreasonable in view of the fact that the present under-manned staff of the Highway Patrol will be engaged in a minimum of the training work, permitting them to carry on their duties. It would be the aim of such a training program to produce a fully trained highway patrol enforcing traffic laws on Montana's highways.

IT IS RECOMMENDED:

That a Division of Public Safety be established within the proposed Department of Motor Vehicles. That driver and chauffeur licensing, financial responsibility law administration, accident record administration, presently legal functions of the Highway Patrol be transferred to the proposed Division of Public Safety. That periodic motor vehicle inspection be assigned the proposed Division of Public Safety for administration. That the proposed Division of Public Safety shall act as a coordinating agency for the various departments of the state government interested in highway safety and the Governor's Highway Traffic Safety Council.

That the Northwest Traffic Institute and the International Association of Chiefs of Police be engaged to evaluate the administration of driver licensing and train driver examiners.

That the Highway Patrol be increased to a uniformed strength of 144 patrolmen in accordance with recommendations of the International Association of Chiefs of Police, excluding patrolmen presently assigned as driver examiners.

That the Northwest Traffic Institute and the International Association of Chiefs of Police should be engaged to make an administrative and organizational evaluation of the Highway Patrol and fully train all uniformed personnel.

PERIODIC MOTOR VEHICLE INSPECTION

FINAL REPORT

NOVEMBER 1956

This section of the report is a continuation of the report submitted to the Fact Finding Committee in March of this year. Conferences have been held with a number of officials from states having periodic motor vehicle inspection and further examinations have been made of their administrative practices.

Periodic motor vehicle inspection is a part of any over-all highway safety program.

If such an over-all highway safety program is to be inaugurated at this time it is recommended that a periodic motor vehicle inspection law patterned after the Pennsylvania System be enacted, but that such a program shall not be operative until the Governor may determine that the program could be added to the functions of the proposed Department of Motor Vehicles without handicapping the operation of that department and at such a time as public support of the program can be reasonably assured. It is recommended that this activity be made a part of the Division of Public Safety within the proposed Motor Vehicle Department and that the program, in order to be self-sustaining, should be enabled to charge a maximum amount of 10 cents for each sticker issued to inspecting garages.

The success or failure of any such program will, in part, depend upon the staff and personnel assigned to it. It is believed that initially, no more than three people will be needed in the headquarters staff; a chief clerk, a stenographer and an inspector. This group should be assisted by the Highway Patrol, and an addition of three officers to the Highway Patrol forces for this

purpose should be provided.

The matter of fees for motor vehicle inspection is a debatable one. It is believed it should be left to the option of the garage owner to establish the fee for the service, but that such a fee schedule should be filed with the proposed Motor Vehicle Department and not subject to change except after 90 days' notice.

It is believed such a system will encourage garage owners to offer a more fair appraisal of the actual condition of the vehicles they inspect and also act as an incentive to provide the necessary equipment to adequately inspect motor vehicles, such as headlight testing equipment and wheel alignment equipment. These items are expensive and are not normally included within the equipment used in most Montana garages.

Competition between automobile dealers and repair shop owners will tend to insure the fee charged for the inspection service is reasonable. In those states where a fixed fee is set by law, it appears that such fees are usually too low to reimburse the garage owner for his services, and there appears to be some tendency to slide over the actual inspection.

A survey was instituted of approximately 750 automobile dealers and independent garages within the state to determine the approximate number that were properly equipped and had adequate space to carry on a motor vehicle inspection program. A copy of the questionnaire is inserted in the appendix as Exhibit 2. Fifty-two per cent of the auto dealers and garages circulated responded to the questionnaire. Of this number, 346 were apparently qualified to initiate an inspection program. It is believed that approximately 90 per cent of the total number of automobile dealers and independent garages throughout the state could qualify eventually as inspection stations. Upon the inception of such a program, additional automobile dealers and independent garages will improve

their quarters and equipment such that an adequate number of facilities will be available. Table II in the appendix tabulates, by county, the number of garages apparently qualified to carry out the inspection program.

The success or failure of the program appears in a large degree to depend upon public demand and public support of the program as an element of a complete highway traffic safety program. Neither public support nor demand for the program has developed in Montana, although voluntary programs with adequate publicity have had a measure of success.

Public education in the matter will be of prime importance, but this educational process should probably be continued over a period of two or three years before actual inception of such a program.

It is believed that there are other elements of highway safety in the state that should be considered for higher priority than periodic motor vehicle inspection, both from an official action and a public support standpoint. Periodic motor vehicle inspection, although important, is a part of the broad picture and should not be considered, in itself, an answer to the highway safety problem.

IT IS RECOMMENDED:

That if a complete highway safety program is inaugurated at this time a periodic motor vehicle inspection law, closely patterned after the Pennsylvania law be enacted; such a law to be effective upon proclamation by the governor.

That if such an over-all highway safety program is to be approached on a peacemeal basis, periodic motor vehicle inspection should have a lower priority than certain other measures such as driver training, accident analysis, a fully active public support organization, an official safety coordinating committee, the strengthening of the highway patrol and other elements of highway safety.

That periodic motor vehicle inspection be assigned as a legal responsibility of a Division of Public Safety within the proposed Department of Motor Vehicles.

TRAFFIC COURT JUSTICE

In Montana, traffic court justice is carried out in police courts and justice courts. Provision is also made in the law for the establishment of municipal courts in cities of over 20,000 population.

Judges of police courts, under Section 11-3526 of the Montana Code, are required to be at least 25 years of age and admitted to practice law in the State of Montana. No compensation is fixed for police court judges. An evaluation should probably be made of the qualifications of police court judges in the state to see if they comply with the provisions of the law and that they are given adequate compensation and quarters for their work.

At present, it is believed no municipal courts of record are established in the State of Montana. Probably this is due to the fact that salaries are fixed by law at $3,000, and such a salary is not adequate for an individual who is required to have qualifications of a district judge.

Unquestionably, cities are hesitant about establishing such courts of record from a cost standpoint. It is foreseen that such courts will become mandatory when district court dockets become excessively crowded in the future.

Justices of the peace are required to have minimum qualifications with respect to citizenship and age but are not required to be admitted to practice law in the State of Montana.

No appraisal has been made of the fines or penalties levied by these courts for hazardous moving violations. Data is available in the Highway Patrol files for evaluating the present practices of justice courts in traffic violations.

Similar material is available in the files of each city for city traffic violations.

From observation of individual cases in the Highway Patrol files of chronic violators, it is believed that there is a wide variation in penalties assessed by the various justice courts. To a degree, the situation has been improved somewhat by the cooperation of the Highway Patrol with the Justice of the Peace Association. A more uniform schedule of penalties within the law for moving hazardous violations would be desirable.

It must be emphasized that an effective traffic court, functioning in accordance with the best principles required by sound administration of justice, can contribute materially to the accident-prevention activities of any community. The apprehension of violators by traffic-law-enforcement officers will be to no avail if the treatment the violators receive in court is not appropriate. Poor traffic courts can minimize the effects of every link in the chain of sound accident prevention.

Under existing conditions the judge is the most important member of the official team, because he has the final opportunity to impress the traffic offender. The traffic court judge, through certain and consistent application of corrective measures, can instill a desire in the individual violators for future obedience to traffic laws. He, likewise by example, can achieve a community-wide impact on potential violators through the imposition of effective deterrents in the courtroom.

The experience of past years indicates that communities with good safety records have invariably had enlightened judges serving in the traffic courts.

IT IS RECOMMENDED:

That the American Bar Association be engaged to evaluate Montana's present traffic court justice system in cooperation with the Montana Bar Association. The cost of such a project should not exceed $5,000 if conducted as a joint project by the two organizations.

TRAFFIC LEGISLATION

Uniformity of traffic regulations throughout the state is one of the goals of any well-balanced traffic safety program. Its purpose is to insure the road user that he will meet with the same traffic rules and regulations wherever he goes. In Montana today unquestionably there are wide variations among the traffic ordinances of the various incorporated communities.

MODEL ORDINANCE

One of the major needs from a traffic law standpoint is the legislative enactment of a model ordinance that is in accord with Chapter 263, as adopted by the Montana Legislature of 1955. Such legislative action should permit cities, in turn, to adopt the uniform model ordinance by reference, and it would solve the problem for many small communities in adopting new traffic regulations.

The Montana Legislature of 1955 adopted almost in toto Chapter 11 of the Uniform Vehicle Code with reference to rules of the road. A recent Supreme Court decision established as a legal precedent, that only the state has jurisdiction over the offenses set forth in this legislation unless specifically delegating authority to cities. Unquestionably, cities should have police powers for all offenses committed upon their streets, and to insure that they have such concurrent jurisdiction, legal study should be made toward ammending the present law.

DRUNKEN DRIVERS

One of the most difficult traffic problems faced by enforcing authorities is the prosecution of drunken driving. National standards have been set and have proved themselves valid whereby, by means of chemical tests of various types, intoxication can be determined. Three states have adopted legislation whereby an individual refusing to take a chemical test forfeits his driver's license after a hearing. No infringement upon the individual's rights and protection of his physical person is assured under the law. This legislation is commonly called the "New York Implied Consent Law".

SPEED ZONING

A major need in Montana is for uniformity in establishing speed zones upon the state highway system. At present, authority for the establishment of speed zones on urban sections of the primary system is placed with the city authorities with the approval of the State Highway Commission. The State Highway Patrol Board sets limits in rural areas on the state highway system. Uniformity of policy in this very vital aspect of safety is essential.

Generally speaking, speed zoning is a highly technical matter and requires detailed analysis that the highway department traffic engineering organization should furnish. The technical details involve evaluation of spot speeds, roadside culture, horizontal and vertical alignment of the roadway and accident analysis. At the present time, it is not believed any cities in the state evaluate speed zones in accordance with commonly accepted traffic engineering practices. Uniformity and reasonableness of speed zoning between adjacent rural and urban sections of the state highway system should be assured by centralization of authority in the matter.

Many states have found it necessary to set up a state-wide speed zone control board to insure reasonable speed limits on all streets and highways,

whether in incorporated communities or in rural areas. It is not believed that such controls are necessary at this time in Montana, but rather that powers for setting speed zones on all parts of the state highway system, defined here as all parts of the federal-aid highway system, should be delegated to one state agency.

The composition of such speed zone control boards has taken the form of delegating all speed zone authority to the state highway commission or the state highway commissioner; the establishment of a state traffic commission, whose members are appointed by the governor; a speed zone control board composed of the traffic engineer of the state highway department, the chief of the state highway patrol or state police and a representative of the motor vehicle department and/or of the legal branch of the state government.

The assignment of additional administrative duties of a technical nature to the State Highway Commission is questionable and it is not believed practicable to establish a state traffic commission in Montana. It is believed the better approach would be to establish a technical speed control board composed of a representative from enforcement, engineering and legal and/or motor vehicle departments.

IT IS RECOMMENDED:

That a "Model Ordinance" be drawn up and incorporated into the present law regulating traffic and the operation of motor vehicles upon the public highways. The law should be written to permit adoption by reference by cities.

That the matter of concurrent jurisdiction of the state and cities upon city streets under the provisions of Chapter 263 of the 1955 Montana Session Laws be given immediate legal study to clarify the jurisdiction of cities.

That a law similar to the "New York Implied Consent Law" be enacted into law to enable enforcement officers to better deal with the intoxicated driver.

That the Committee give consideration to establishing a speed zone control board within the provisions of Chapter 263 of the 1955 Montana Session Laws to insure uniform speed zone policies upon all parts of the state highway system as defined herein.

FINANCE

Safety costs money.

The value received from a safety program can never be measured in dollars and cents. The real measure of the success of such a program is a decreasing death rate and a decreasing accident rate.

Estimates of costs prepared for this study are preliminary only, except estimates submitted formally to the Supervisor of the Highway Patrol by the International Association of Chiefs of Police for administrative studies and training of the patrol and driver examiner personnel.

Estimated funds required for the next biennium to carry out the recommendations of this study follow:

Governor's Highway Traffic Safety Council	$ 10,000
Education:	
Driver Training Program estimated on the basis of 5,500 high school graduates in 1956, 6,000 graduates in 1957.	189,750
Enforcement:	
Driver Licensing Administrative Evaluation and training by I.A.C.P. and Northwest Traffic Institute.	10,700
Highway Patrol Administrative Evaluation and training by I.A.C.P. and Northwest Traffic Institute.	61,450
Highway Patrol School Costs:	
Food, books, laundry, salaries for recruits, teaching materials, ammunition, etc.	82,258

Traffic Court Study	$ 5,000
TOTAL	$359,158

If the Committee recommends that this program be carried into action, four sources of revenue are suggested for consideration:

1. Direct appropriation of the required monies from the General Fund.

2. An increase in the vehicle registration fees.

3. An increase in the driver licensing fees.

4. The setting aside of a fixed percentage of the fines collected for moving hazardous violations by any court. A moving hazardous violation for this purpose is defined as any violation other than parking or one involving motor vehicle registration.

Motor vehicle license fees or driver license fees would have to be increased approximately fifty cents annually for the next biennium, only, to take care of the program herein.

A conservative estimate of the fines received because of moving hazardous violations in the state as a whole is $800,000 annually. An additional levy of 22% of the fines collected from traffic law violators would suffice to carry out the program. After that period the percentage of such funds required for highway safety activities might well be decreased. California at present supports driver education on the basis of a 5% levy.

Periodic motor vehicle inspection should be self-sustaining from the sale of inspection stickers. The inspection sticker fee should be set at a level to assure this.

If the Committee recommends financial aid to schools for driver training, serious consideration should be given to permanently earmarking a source of funds for this important activity. Such a plan would assure a stability of revenue relatively proportionate to needs for the purpose. Sources of funds used by other states for this purpose are shown in Table 1.

APPENDIX

TABLE I

STATE LEGISLATION FOR HIGH-SCHOOL DRIVER EDUCATION

	Year	State	Appropriation And Period	Distribution or Maximum Allowance Per Pupil	Other Details
1.	1947	Delaware	$50,000 for biennium	Not known	Program unique, offered by State Dept. of Public Instruction
2.	1952	Pennsylvania	None, as such	$10. per pupil	Funds appropriated to State Dept. of Public Instruction derived from $2 increase in fee for learner permit
3.	1953	California	None, as such	75% of excess cost, but not more than $30 per pupil	Funds appropriated from General Fund, which is reimbursed by a 5% penalty assessment on all moving traffic law violations
4.	1955	Maine	$11,000 for 1955-1956 $71,000 for 1956-1957	$10 per pupil for first year driver education is instituted in a given school. Continuing subsidy to be computed on basis of annual salary of teacher	Appropriations from General Fund
5.	1955	Florida	$900,000 for biennium	Distribution to county boards so driver education will be offered on an equal basis in all counties	"the public school driver educational fund" derived from increase in driver license fees by 25¢ per license
6.	1955	Louisiana	$250,000 for fiscal year 1955-1956	$15 per pupil on a matching basis 50-50 with community	Appropriation from State General Fund

	Year	State	Appropriation And Period	Distribution or Maximum Allowance Per Pupil	Other Details
7.	1955	Washington	Recommended that money be raised through an increase in drivers license fees and an increase in moving traffic violation fines.		
8.	1955	Michigan	None, as such	$25 per pupil (less, on a prorated basis, if necessary)	"driver education and training fund" derived from increases in driver license fees

Note 1: A great many states in addition to those above provide state aid for local school district educational programs. In some of these states, a portion of such state aid undoubtedly ends up by being used in one way or another to support driver education; often as the state aid portion for teacher salaries, school administration, or instructional materials. This fact should be kept in mind when one considers the matter of state financial support for driver education.

TABLE II

NUMBER OF APPARENTLY QUALIFIED GARAGES IN EACH COUNTY

Beaverhead	6	Madison	2
Big Horn	5	Meagher	2
Blaine	6	Mineral	1
Broadwater	3	Missoula	17
Carbon	11	Musselshell	3
Carter	3	Park	5
Cascade	22	Petroleum	1
Chouteau	2	Phillips	3
Custer	10	Pondera	10
Daniels	3	Powder River	3
Dawson	3	Powell	3
Deer Lodge	5	Prairie	2
Fallon	4	Ravalli	9
Fergus	13	Richland	9
Flathead	18	Roosevelt	7
Gallatin	10	Rosebud	2
Garfield	2	Sanders	6
Glacier	10	Sheridan	4
Golden Valley	1	Silver Bow	13
Granite	2	Stillwater	6
Hill	11	Sweet Grass	4
Jefferson	5	Teton	5
Judith Basin	2	Toole	8
Lake	11	Treasure	0
Lewis & Clark	15	Valley	7
Liberty	1	Wheatland	3
Lincoln	5	Wibaux	2
McCone	1	Yellowstone	19

MARY M. CONDON
STATE SUPERINTENDENT
AND
EXECUTIVE DIRECTOR OF
VOCATIONAL EDUCATION

GENEVIEVE SQUIRES
DEPUTY SUPERINTENDENT

JAMES M. TINDALL
ADMINISTRATIVE ASSISTANT

STATE DEPARTMENT OF PUBLIC INSTRUCTION

HELENA, MONTANA

April 28, 1956

Dear Superintendent:

We have been requested to furnish some data regarding our Safety Education Program in the schools of Montana. Would you please answer the following questions and return to the State office immediately?

1. Do you have a designated person for Safety Education activities?
   _____ Yes _____No

   a. Nsme of Safety Education Director_____

2. Do you have a regularly organized School Safety Patrol at the present time? _____ Yes _____No _____Elem. _____Sec.

   a. At what street locations does it operate if any? _____

   _____

   _____

   b. At what other places does it operate? _____

   _____

   c. Are there objections within the community to Safety Patrols?
   _____Yes _____No

   d. What are they? _____

   _____

3. Do you have a Bicycle Safety Program? _____Yes _____No

   a. At what grade level?_____

   b. What materials do you use?_____

4. Do you have a pedestrian safety education program ? _____Yes _____No

   a. What safety precautions are accented in training? _____

   _____

5. Do you have a high school driver education program? _____Yes _____No

(EXHIBIT 1)

10. Would legislation assist you for a better program? _____Yes _____No

a. What legislation?

11. Is you Safety Education Program adequate? _____Yes _____No

Sincerely yours,

Mary M. Condon

MARY M. CONDON
State Superintendent
of Public Instruction

MMC: lm

Return to

MONTANA FACT FINDING COMMITTEE
ON HIGHWAYS, STREETS AND BRIDGES
P. O. Box 921 - Helena, Montana

Is the Greater Portion of Your Business as:

A Service Station _____

A Repair Garage _____

An Auto Dealer _____

How Many Full-time Mechanics Do You Employ? _____

Do You Have a 12' x 25' Area in the Clear for Testing Headlights? _____

Do You Send Wheel Alignment Work:

To Another Shop in Town _____

To Another Shop Out of Town _____

Or Do it Yourself _____

Check Items of Equipment You Do Not Have

Brake Lining Drill
Brake Lining Riveter
Wheel Pullers
Work Bench
Garage Jacks
Vise
Set of Adjustable Reamers
Portable Lights

Electric or Breast Drill
Assorted Twist Drills
Bench Grinder
Socket Wrench Set
Pipe Wrenches
Tap and Die Set
Screw Extractor or Easy Guide
Toe in Gauge
Soldering Iron

Would you apply for a license or permit to inspect motor vehicles if Montana had a Compulsory Periodic Motor Vehicle Inspection Law? _____
Yes or No

Remarks:

_____

_____

_____

(EXHIBIT 2)